

THE TRANSPORT TRIBUNAL

The
British Transport Commission
(Passenger) Charges Scheme,
1959

Interim Decision
dated 8th May, 1959



LONDON
HER MAJESTY'S STATIONERY OFFICE
FOURPENCE NET

IN THE COURT OF THE TRANSPORT TRIBUNAL

Before:—

Sir Hubert Hall, C.B.E. (*President*).

J. C. Poole, Esq., C.B.E.

H. H. Phillips, Esq., O.B.E.

TRANSPORT ACTS, 1947 AND 1953

IN THE MATTER OF THE APPLICATION OF THE BRITISH TRANSPORT COMMISSION
(1958 No. 1) TO CONFIRM A BRITISH TRANSPORT COMMISSION (PASSENGER)
CHARGES SCHEME.

INTERIM DECISION

1. We have reached the conclusions stated in paragraphs 2 to 6 hereof.
2. We shall not confirm the scheme as lodged.

3. We shall confirm a Scheme which will (inter alia) empower the Commission to charge for the carriage of passengers by rail by their services on the lines of British Railways other than the London Tilbury and Southend lines the fares stated in paragraphs 7 and 13 of the draft scheme.

4. The Scheme as confirmed will empower the Commission to exercise the powers referred to in paragraph 3 above, as from a date not more than one month after the Scheme is confirmed.

5. We have decided that the existing obligations in the case of "early morning fares" should cease. We have not yet decided—(1) whether those obligations should cease at once, or if they should continue for a time, (2) for how long they should continue, or (3) whether the fares specified in the Third, Seventh and Twelfth Schedules to the 1957 Scheme should be increased.

6. We have decided that the powers exercisable in the case of the road and rail services of the London Transport Executive shall be such as, upon the assumption that there is no significant increase in the general level of costs, will empower the Commission to secure:—

- (1) that in 1959 the total net receipts shall be at the least sufficient to provide a just contribution to the "central charges" of the Commission, and
- (2) that in 1960 and 1961 the total net receipts shall be sufficient to provide (a) a just contribution to the "central charges" of the Commission and (b) surpluses at the rate of about £2.5m. a year.

7. We desire that the Transport Commission should:

- (1) supply us as soon as possible (a) with a scale of maximum season ticket rates so drawn that the difference between the rates specified in the Fifth Schedule to the 1957 Scheme and the rates specified in the Fourth Schedule to the draft scheme is reduced by approximately one-half thereof, and (b) with an estimate of the additional revenue which is likely to accrue from the adoption of such a scale,
- (2) supply copies of this scale and estimate to all such objectors as have a locus standi.

8. We shall take into consideration any representation in writing upon any matter arising out of this interim decision received either from the Commission or from any objector having a locus standi within three weeks of the date upon which copies of the scale and estimate referred to in paragraph 7 are supplied to the objectors.

9. Should the Commission or any objector having a locus standi so desire we will resume the public inquiry. We shall not however at the resumed inquiry be prepared to consider any representation which is inconsistent with the conclusions stated in paragraphs 2 to 6 hereof.

HUBERT HULL.

J. C. POOLE.

H. H. PHILLIPS.

8th May, 1959.